

SECTION 1

PROJECT OVERVIEW

STATE ROUTE 28 CORRIDOR IMPROVEMENTS

PROJECT OVERVIEW

1.1 PROJECT BACKGROUND

Clermont County, Miami Township, and Goshen Township have identified operational deficiencies in the State Route 28 (SR 28) corridor between Woodville Pike/Branch Hill-New Guinea Pike and Goshen Road. This corridor serves as a critical link in northern Clermont County, providing connections between communities and access to the region's highway network. As development in Clermont County (and Brown County) continues, this corridor will grow in importance. Clermont County, through the Clermont County Transportation Improvement District (CCTID), initiated this project to examine land use, zoning, and capacity and to develop a comprehensive access management strategy for the corridor. The project will consider both physical improvements to the roadway and its connections and assist the county in developing policies to manage future growth in this dynamic corridor.



development potential is focused at several defined "nodes" or districts along the corridor. The revenue potential for each of the districts is quantified (based on a series of assumptions and calculations). This introduces the concept of Value Capture Districts for the corridor which identifies developable regions as one source of financing for needed infrastructure improvements and other programs. The recommendations section of the report includes specific infrastructure needs along with policy recommendations for access management and other considerations.

1.4 STUDY AREA

The project study area limits, shown in Figure I-1, were developed by the project team to encompass the area in which both transportation and future land use would be evaluated through this study. The study will consider transportation improvements on SR 28 from Woodville Pike to Goshen Road, as well as key intersections and intersecting roads along the corridor. Future land use will be considered for all properties immediately adjacent to SR 28 as well as several large parcels that could be incorporated into future development in the corridor.

SR 28 within the project area is classified by the Ohio Department of Transportation (ODOT) as an Urban Minor Arterial and is primarily a two-lane road with paved shoulders and with auxiliary turn lanes at major intersections. The legal speed limit on SR 28 in the study area ranges from 45 miles per hour to 55 miles per hour throughout this 4-mile stretch of SR 28. Recent roadway improvements to the west of the study area and including the intersections at Branch Hill New Guinea Pike and at Woodville Pike widened SR 28 to a five-lane roadway section.

1.2 PROJECT GOALS

The following project goals were developed from conversations with project stakeholders from the CCTID, Miami Township, and Goshen Township. These goals will be used as the basis for comparing alternatives and, ultimately, selecting a preferred alternative for this portion of the State Route 28 Corridor.

- To develop an access management plan for the Corridor with a focus on:
 - o Long-term safety and congestion management
 - o Economic development
- To provide a land-use planning tool
- To establish NEPA groundwork to help secure funding for infrastructure improvements
- To promote inter-jurisdictional cooperation amongst stakeholders for their mutual benefit

1.3 STUDY APPROACH

This study process recognizes the interdependencies of land use, infrastructure needs, and economic development potential for the identified corridor. As such, the project team undertook an iterative approach to the analyses; evaluating each of these factors concurrently, comparing results, and re-evaluating to adjust for these independencies. This Technical Studies Report is a compilation of those evaluations and lays the groundwork for implementing policies and infrastructure improvement plans that support the study goals.

The first sections of the report summarize existing and future land use conditions and identify infrastructure improvements that are needed to support existing and future traffic volumes. Following those sections is a summary of the State Route 28 corridor's economic development potential. The Nodal Development Approach concept is introduced in the later sections of the report as the

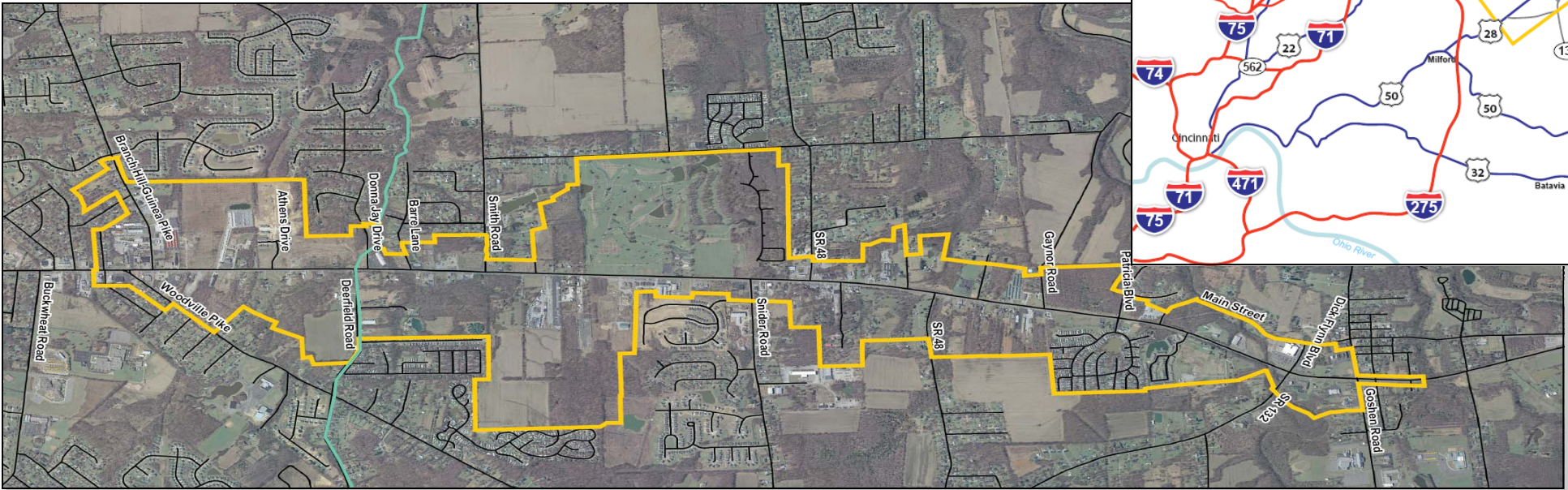


Figure I-1: Project Study Area